

(ESTABLISHED 1891)

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## Intimations

2025 RELEASE UNDER E.O. 14176

# HONGKONG HOTEL.

# GO TO THE HOLY CON VICTORY







## Intimation.

**WM. POWELL,**  
LIMITED.

**ALEXANDRA**  
**BUILDINGS,"**  
Des Vieux Road.

**NOW**  
**ON SHOW**

OUR  
SPLENDID  
RANGES

of  
**DAINTY**  
**FABRICS**

for  
**BALL AND DINNER**  
**GOWNS.**

FIRST-CLASS  
**DRESS-**  
**MAKING**  
by  
EXPERIENCED  
ENGLISH  
FITTERS.

ALL WORK  
GUARANTEED.

Fashion Books  
from  
LONDON,  
PARIS,  
and  
NEW YORK.

**FASHIONABLE**  
**MILLINERY**

At Moderate Prices  
AT  
**POWELL'S**  
**ALEXANDRA BUILDINGS,**  
HONGKONG.  
October 27, 1905.

## Auctions.

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW,

the 28th October, 1905, at 2.30 P.M. sharp, at their  
Sales Rooms, No. 8, Des Vieux Road,  
corner of Ice House Street,  
A LARGE ASSORTMENT OF  
**OLD PEKIN CURIOS,**  
Comprising—  
OLD CHINA VASES, WALL PLATES,  
VASES, and WALL PLATES, OLD  
IRONZES, SNUFF BOTTLES, CARVED  
WOOD ORNAMENTS, TEMPLE PALACE  
and WALL HANGINGS, SILK EMBROID-  
ERIES, &c., &c., &c.  
Catalogues will be issued.  
TERMS:—As usual.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 27th October, 1905. [1036]

## GOVERNMENT NOTIFICATION.

**PARTICULARS AND CONDITIONS** of  
the letting by Public Auction Sale, to  
be held on MONDAY, the 30th day of October,  
1905, at 3 P.M., at the Offices of the Public  
Works Department, by Order of His Excellency  
the Governor, of One Lot of CROWN LAND  
situating in Rural Building Lot 44 at Deep  
Water Bay, in the Colony of Hongkong, for a  
term of 75 years, commencing from 22nd June,  
1880.

## PARTICULARS OF THE LOT.

| No. of Sub-<br>divisions | Boundary<br>Measurements                         | N. S. E. W. |     |     |     | Contents<br>in Square feet | Annual Rent | Upset Price |
|--------------------------|--------------------------------------------------|-------------|-----|-----|-----|----------------------------|-------------|-------------|
|                          |                                                  | ft.         | ft. | ft. | ft. |                            |             |             |
| 1                        | Adjoining Rural Building Lot 44, Deep Water Bay. | 350         | 350 | 300 | 300 | 110,000                    | 25          | \$1,600     |

Hongkong, 21st October, 1905. [1035]

## PUBLIC AUCTION.

**MESSEURS. HUGHES AND HOUGH** have  
received instructions from the Mortgagee  
to offer for sale by  
**PUBLIC AUCTION.**

ON  
**WEDNESDAY,**  
the 8th day of November, 1905, at 3 o'clock in  
the afternoon, at their Sale Rooms,  
Ice House Street, Victoria, Hongkong.  
THE FOLLOWING  
**VALUABLE LEASEHOLD**  
**PROPERTY,**

situate at Sowkwan, in the Colony of Hong-  
kong, namely: All that PIECE or PARCEL  
of GROUND, situate at Sowkwan aforesaid  
and registered in the Land Office as SOWKE-  
WAN LOT No. 53 of the area of 1942 square  
feet or thereabouts together with the Messuages  
or Tenements thereon, known as Nos. 35 and  
37, Sowkwan Road.  
The Premises are held for the residue of the  
term of 999 years, from the 3rd January, 1860,  
at the Annual Crown Rent of \$4.00.  
Particulars and Conditions of Sale can be  
obtained from

**Mr. O. D. THOMSON,**  
Solicitor for the Vendor,  
or from the Auctioneers.  
Hongkong, 21st October, 1905. [1029]

## Notices of Firms.

## NOTICE.

**I HAVE THIS DAY RESUMED CHARGE**  
of the Company's affairs at this Port.  
**F. A. HEWETT,**  
Superintendent.

**P. & O. S. N. Co.**  
Hongkong, 23rd October, 1905. [1034]

## NOTICE.

**I HEREBY GIVE NOTICE** that on the  
1st day of October, 1905, I admitted into  
Partnership in the business carried on by me  
under the style of **MACDONALD & Co.**  
**Mr. JOHN WILKIE**, and the business will  
hereafter be carried on by myself and  
the said **JOHN WILKIE** under the style of  
**MACDONALD & Co.**

**D. MACDONALD.**  
Hongkong, 21st October, 1905. [1033]

## Hotels.

**OCCIDENTAL**  
**HOTEL.**

**EXCELLENT CUISINE.**

**MODERATE PRICES.**

**ELECTRIC FANS**

**TO ORDER IN**

**EVERY ROOM.**

**EUROPEAN MANAGEMENT.**

**ELGIN ROAD, KOWLOON.**

Hongkong, 19th May, 1905. [1032]

**ORIENTAL HOTEL,**

**MACAO.**

**A FIRST CLASS HOTEL** situated in the  
Centre of PRAIA GRANDE with splendid  
view of the Harbour.

**LARGE AND LOFTY ROOMS.**

**ELEGANTLY FURNISHED.**

**EXCELLENT CUISINE.**

**WINE AND SPIRITS** of the best quality.

**BILLIARD TABLE** the best in the Far East.

**EVERY COMFORT, MODERATE PRICES.**

**For Terms &c., apply to—**

**THE MANAGER.**

**MACAO, 19th October, 1905.**

## THE ITALIAN EARTHQUAKE.

**KING VICTOR'S SYMPATHY**  
**AFFECTING SCENES.**

Fleet Street, September 15.  
Details of the devastation wrought in the  
interior of Calabria have come in from the  
troops engaged in the work of rescue and  
relief. They show that the situation is even  
graver than the first accounts indicated. In  
addition to relieving the wants of the popula-  
tion, the soldiers have been kept hard at work  
burying the corpses, which at many points lit-  
ter the ground, many of them already in a  
state of putrefaction.

Officers and men alike display the utmost  
devotion and self-sacrifice in their painful duty,  
and their efforts have been rewarded by a  
marked improvement in the attitude of the  
peasants, who are now beginning to recover  
from their panic. Even more has been accom-  
plished in this direction by the presence of  
the King. His Majesty was received by Signor  
Ferraris, the Minister of Public Works, and  
the local authorities, and at once set out in his  
motor-car on a tour of the stricken district.  
Signor Ferraris accompanied him.

Everywhere King Victor Emmanuel was re-  
ceived by the surviving inhabitants with  
affecting demonstrations of loyalty and grate-  
tude. His Majesty alighted at every ruined  
village, and, at considerable personal risk,  
made an inspection on foot of the wreckage,  
closely questioning the villagers, and en-  
couraging the local authorities and the  
troops in their work of succour. He urged  
especially upon them the necessity of erect-  
ing huts as speedily as possible for the home-  
less folk. The King was profoundly affected  
by the immense extent of the disaster and the  
ruin which it had brought upon the country,  
further details of which were communicated to  
him by Signor Ferraris, who visited a number  
of other villages.

Among the townships inspected by the  
Minister was that of Zammaro, which he de-  
scribed as presenting a frightful spectacle. Not  
a house in the place had been left standing,  
and the inhabitants were huddled in wretched  
groups, in such a state of collapse, through  
terror and exhaustion, that they were unable  
even to give expression to their wants. Be-  
tween Monteleone and Tripani the Minister's  
party sighted the ruins of a village on a hill, not  
a living soul being visible about the place.

At Tripani, which was also in ruins, a  
curious effect of the visitation was noticed.  
The walls of the ruined houses were generally  
sloping, with the exception of those on the  
eastern side, which were completely destroyed.  
The surviving inhabitants of the district, who  
had come to meet Signor Ferraris, conducted  
him through the ruins of the village to the edge  
of a deep precipice. This marked the position  
of the market-square, which had been com-  
pletely engulfed. Of 100 inhabitants, ten only  
had escaped scatheless, fifty being dead, and  
the remaining forty more or less badly injured.

A message from the Pope was received. It  
was as follows:  
The Holy Father shares your grief for the  
misfortune that has stricken this diocese, and  
prays that God, by His Grace, may dry so  
many tears and bless the afflicted pastor and  
his flock.

Signor Ferraris has received from Signor  
Orlando, proprietor of the 1st ephron naval ship-  
building yard, the sum of 5,000 lire for the  
relief of the victims.

## APPALLING SCENES.

A message from Santa Eupemia says: The  
train with which Signor Ferraris, the Minister,  
accompanied by doctors and soldiers and en-  
gineers, brought relief to the districts stricken  
by the earthquake, had an eventful journey.

At many points yawning fissures were seen  
close to the railway, and everywhere the in-  
habitants who crowded round the stopping-  
places clamoring for help were in a state of  
terror. More urgent than demands for clothing  
and food were the requests for planks to erect  
huts in which to shelter the women and children.

As the train proceeded southwards the more  
appalling became the evidence of the whole-  
some destruction which had been wrought and  
the more heartbreaking the anguish and terror  
of the inhabitants.

At Amantea a crowd of women and children  
came up to the train bearing three statues of  
the Holy Virgin, and crying "We have no  
homes; we have no churches."

In effect the same story of ruined homes was  
everywhere heard, scarcely a house in the in-  
terior of the peninsula having been left standing.  
The local authorities from many of the ruined  
villages were among the crowds met at the sta-  
tions, and these Signor Ferraris supplied with  
food and clothing, with directions for its distribu-  
tion, and continued his journey.

The occurrence of fresh shocks had increased  
the panic, and as the train steamed cautiously  
southwards the cries of these wretches without  
food and shelter, and in a state bordering on  
dementia, were dreadful to hear.

Bandits of crazed peasants rushed alongside  
the train crying for bread, for drink, for shelter,  
and for help to buy their dead.

Biaticcio was not reached until night, and  
here in the moonlight the countryside was seen  
to be dotted with huts thrown up in place of the  
village of Parghelia, which had completely dis-  
appeared. The survivors of the population  
hearing that a train laden with provision would  
pass to Moteleone, besieged the railway line in  
order to prevent the train from proceeding  
further.

## ENORMOUS DEATH ROLL.

Every succeeding report from the district vi-  
sited by the earthquake adds to the death roll,  
and emphasises the terrible nature of the dis-  
aster.

At Parghelia the dead are estimated to 300,  
at Joppolo 200, and at Marterano the number of  
dead and injured is well over the appalling fig-  
ure of 5000. A hundred bodies have so far  
been recovered.

Throughout the countryside the terror-  
stricken peasants have taken to the fields, and  
refuse to re-enter their homes. In some places  
the railway stations have been converted into  
dormitories, and in others the peasants are  
sleeping in trains.

Telegraphic communication is interrupted in  
many places.  
The troops worked heroically day and night  
in the work of rescue.

The latest particulars to hand show that the  
victims of the terrible earthquake, number  
thousands, and that about 200,000 persons have  
been rendered homeless by the fearful destruc-  
tion. Families of impending, owing to the in-  
terruption of communications, the only railway  
track having been extensively destroyed by the  
earthquake.

## Insurance.

**NORTH GERMAN FIRE INSUR-**  
**ANCE COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.  
**SIEMSEN & Co.**  
Hongkong 28th May, 1895. [102]

## Intimations.

**DUTCH CIGARS.**  
MIXTURE OF JAVA AND BRAZIL TOBACCO WITH  
SUMATRA COVER.  
Well-known brands are—  
Mercurio (Cigarettes). Orlanda. Carlo Basto.  
Flor de Flores. Timosa. Don Alonso.  
La Bella Rita. Club. Excellence.

**HAMBURG CIGARS**  
OF BEST BRAZIL TOBACCO.  
Roland von Hamburg. Recordschlager.  
Vistocracia. Flor de Monedo.  
Hammoola Docks.  
Best everything of same origin.

**VIRGINIA CIGARS**  
OF BEST VIRGINIA TOBACCO.  
King Edward.  
As smoked by  
H.M. King Edward and  
H.M. Emperor William.

**SOLE IMPORTERS:—**  
**LUTGENS, EINSTAMANN & CO.,**  
2, Pedder Street, 2.  
Bird Floor. Please take the Lift.  
Hongkong, 27th October, 1905. [176]

## GOVERNMENT NOTIFICATION.

**INFORMATION** has been received from the  
Naval Authorities that **TORPEDO RUN-**  
**NING** will be carried on from the range at  
Lai-chi-kok from THURSDAY, the 26th inst.  
By Command,  
**T. SERCOMBE SMITH,**  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 21st October, 1905. [1032]

## SANITARY BOARD OFFICE.

**TO THE OWNERS OF DOMESTIC**  
**BUILDINGS.**

**TAKE NOTICE** that under No. 5 of the  
DOMESTIC CLEANLINESS (as amended),  
every Domestic building or part of such build-  
ing within the Central Division of the City  
of VICTORIA and the WESTERN DIVISION  
of KAU-LUNG occupied by members of more  
than one family must be Cleaned and Lime-  
washed THROUGHOUT by the owner  
during the months of September and October.  
N.B.—The word "Throughout" used in this  
notice means that the Houses should be Lime-  
washed in respect of all the Walls of each  
Room and Staircase, all Cubicle Partitions, Stair  
Casings and Stair Linings, all Ceilings and the  
Undersides of Roofs both in Main Buildings,  
Offices and Servants' Quarters and inclusive  
of Verandahs.

The Back Yard should have its containing  
Walls Limewashed up to the level of the first  
floor.  
Carved, Painted or Polished Woodwork in  
good condition, however, need not be Lime-  
washed but must be Cleaned.

The Central Division of the City lies between  
Gilmart Street and Peel Street on the East and  
Tank Lane and Cleverly Street on the West.  
Kau-lung is divided into the Eastern and  
Western Divisions by Robinson Road and a  
straight line drawn from the north end thereof  
through the Yau-mai service reservoir to the  
northern boundary of Kau-lung.

**G. A. WOODCOCK,**  
Secretary.  
Dated this 2nd day of October, 1905. [1038]

## KOWLOON CUSTOMS NOTIFICATION.

**WRECK IN CANTON RIVER.**

THE Chinese Torpedo-boat "LOI FU"  
(雷福) sunk in CANTON RIVER is  
marked by a junk which carries a Red Flag by  
day, and Two White Lights (one under the other)  
from one yard arm. One White Light on the  
opposite yard arm by night. Vessels passing  
should do so on the side of the two lights.  
The junk is moored close to the wreck in 25  
feet low water.

The bearings are:—  
North end of LANKIT ISLAND N. 50° W.  
about 3½ miles.

**CHUENPI POINT N. 28° W. about 6 miles.**  
**T. E. COCKER**  
For Acting Commissioner of Customs,  
Kowloon District.

Custom House,  
Kowloon, 24th October, 1905. [1044]

**BAY VIEW HOUSE,**  
**MACAO.**

**SITUATED** at the most charming part  
of Macao's Famous Beach, has just  
been opened for the public and for the  
benefit of HONGKONG VISITORS, who travel  
to this Delightful Resort.

**BATHING PARTIES**, and indeed every  
Holiday Soaker on pleasure bent, will find  
all their wants supplied at **BAY VIEW**  
**HOUSE.**

**MORNING TEAS, BREAKFASTS,**  
**TIFFINS, AFTERNOON TEAS,**  
**and DINNERS** can be supplied to any number  
at the shortest notice, and at the most  
reasonable prices.

**On SUNDAYS** Meals served *a la carte*  
from 11 A.M. to 9 P.M.  
Only the Finest Brands of WINES and  
LIQUEURS will be kept in stock.

**LIGHT REFRESHMENTS** of every  
description, including Ices, may be had at  
the lowest prices.  
After one trial the fancy fare at **BAY**  
**VIEW HOUSE** you will be loth to return  
to Hongkong.

**TELEGRAPHIC ADDRESS:—**  
**BAYVIEW, MACAO.**  
Macao, 24th June, 1905. [1041]

## Consignees.

FROM HAMBURG, BREMEN, ROTTER-  
DAM, ANTWERP, PENANG  
AND SINGAPORE.

THE H. A. L. Steamship  
"C. FERD. LARISZ"

Captain Meyerdiereck, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

Any Cargo impeding her discharge will be  
landed into the hazardous and/or extra hazardous  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Co., Limited, and stored at Con-  
signees' risk and expense.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 2nd November will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 2nd November, at 3 P.M.

No Fire Insurance has been effected.  
**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.

Hongkong, 26th October, 1905. [1047]

## BOSTON STEAMSHIP COMPANY.

**NOTICE TO CONSIGNEES.**

**STEAMSHIP "SHAWMUT,"**  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI, SHANGHAI  
AND MANILA.

The above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for Counter-signa-  
ture, and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.  
**DODWELL & CO., LIMITED,**  
Agents.

Hongkong, 23rd October, 1905. [8]

## "BEN" LINE OF STEAMERS.

**NOTICE TO CONSIGNEES.**

**S.S. "BENMOHR,"**  
FROM ANTWERP, LONDON AND  
STRAITS.

**CONSIGNEES** of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong and Kow-  
loon Wharf and Godown Co., Ltd., whence  
and/or from the wharves delivery may be  
obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods unde-  
livered after the 31st instant will be subject  
to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 7th  
November, or they will not be recognised.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 30th instant, at 11 A.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**GIBB, LIVINGSTON & Co.,**  
Agents.

Hongkong, 24th October, 1905. [1040]

## "INDRA" LINE OF STEAMERS.

**NOTICE TO CONSIGNEES.**

FROM NEW YORK VIA SUEZ CANAL.  
**THE Company's Steamship**

**"INDRANI,"**  
having arrived from the above Port, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in  
the hazardous and/or extra hazardous  
Godowns at Kowloon, where each consignment  
will be sorted out mark by mark, and delivery  
can be obtained as soon as the goods are  
landed.

Goods not cleared by the 28th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognised.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
Noon, TO-DAY.

**JARDINE, MATHESON & Co.,**  
Agents.  
Hongkong, 23rd October, 1905. [1035]

## NORDEUTSCHER LLOYD, BREMEN.

**IMPERIAL GERMAN MAIL LINE.**

**NOTICE TO CONSIGNEES.**

**THE Steamship,**

**"PRINZ SIGISMUND,"**  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, Kowloon, whence delivery may  
be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 5 P.M.,  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after 27th instant will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on FRIDAY, 27th instant, at  
9.30 A.M.

All Claims must reach us before the 2nd  
November, or they will not be recognised.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
Undersigned.

**NORDEUTSCHER LLOYD,**  
**MELCHERS & Co.,**  
Agents.  
Hongkong, 21st October, 1905. [1039]

## Intimations.



THE POPULAR  
**SCOTCH**  
IS  
**"BLACK & WHITE"**









## TELEGRAMS

(Reuters.)

## New Russian Loan.

SEVENTY MILLION STERLING.

LONDON, 25th October.

Numerous foreign bankers, including Lord Revelstoke, are now in St. Petersburg, arranging the details of a loan, which is expected to appear in November, probably of upwards of £70,000,000; divided between France, Germany, England, Holland and America.

## The State of Russia.

SERIOUS POLITICAL STRIKE.

The railway strike in Moscow has spread in every direction involving a dozen of the principal towns.

36,000 workmen at the factories in Lodz have struck, the strike being political.

Matrimonial law is imminent in St. Petersburg.

The railway men have sent a deputation to M. Witte declaring that the only remedy for the present situation is political liberty and the convocation of a Duma elected by direct universal suffrage. Enough blood has already been shed in Manchuria and in the cities of Russia.

ST. PETERSBURG ISOLATED.

St. Petersburg is completely cut off except by telegraph. The gravity of the situation is hourly increasing and asserting itself.

The whole of the State Municipal organizations are dislocated by the wide ramifications of the strike.

The movement, it is believed, largely owes its origin to the intensity of the discontent at the inadequacy of the proposed reforms.

## TANJONG PAGAR DOCK ARBITRATION.

INTERESTING EVIDENCE.

The hearing of expert evidence in connection with the Tanjong Pagar arbitration is proceeding, and on the 19th inst. some very interesting statements were made.

A \$100,000,000 LOAN.

Mr. J. C. Nicholson, manager of the Hongkong and Shanghai Banking Corporation, giving evidence, said he remembered the question of the Dock Company raising fresh capital in 1904, and he formed the opinion the proper rate of interest the Bank ought to charge was 5 per cent. Cross-examined, witness stated that the Bank of which he was manager were not the regular bankers of the Company. It was, he added, suggested in private correspondence that the money to be raised at 5 per cent. was \$100,000,000. The sum of \$100,000,000 was raised by debentures at, eventually, 6 per cent. Witness in 1912 thought the right rate of interest was 5 per cent. in 1912 and in 1914 he again expressed the same view.

HONGKONG, SINGAPORE'S ONLY COMPETITOR.

The Hon. W. P. Waddell, chairman of the Tanjong Pagar Dock Company since June, in reply to Lord Robert Cecil, said he had been on the Board of Directors since 1893. Witness alluded to the excellent facilities of the docks and said the coaling arrangements compared well with other ports. The recent slackness in trade in Singapore, he attributed to the scarcity of money, but he hoped Government would soon fix the rates. He did not consider the raising of the Company's rates made any difference to the trade. If the Company had remained in possession they could have maintained their general wharfage charge. Drawing comparisons with other ports in this part of the world, witness was of opinion that Hongkong was their only competitor "in a certain class of business." There was no place in Singapore where competition could be started on a commercial basis with Tanjong Pagar. Comparing the Singapore rates with those of other ports, he said they were cheap, and instance the tonnage dues at Batavia and Manila, which were higher. The manager, Mr. Nicholson, remained with the Government and was refused permission by the Governor to appear to give evidence. Without his assistance they had experienced considerable difficulty in getting up their case. Witness was cross-examined by Mr. Balfour Browne on the comparative charges of other ports, but the saluting guns from a warship entering the harbour made his remarks at the outset inaudible. Counsel read at great length the correspondence between the Company's directors and the Consulting Board in London on the subject of wharf extensions.

## FIRES AND INSURANCE OFFICES.

Commenting upon the judgment given in the case of Zung Chi v. the Imperial Insurance Co., Ltd., the N. C. D. News says that fires have increased at such a phenomenal rate that, as the Chairman of the Council said in his address to the Brigade last week, "it may not be uncharitable to suspect that the monotonous upsetting of kerosene oil lamps is not wholly accidental." In many cases this supposition is unquestionably correct, but unfortunately it cannot be definitely proved by such direct evidence as the law requires. In any event the evidence relied upon is almost always circumstantial, and many insurance companies decline to fight claims to which strong suspicion attaches for fear of harming their business. It has been noticed again and again that a decision such as that given yesterday has had a most salutary effect upon the fire record, and this is only an additional confirmation of the supposition that many, if not most, Chinese fires are not purely accidental. The Imperial Insurance Co., Ltd., has done service both to the public and to other companies by fighting its cases, and if the much-talked-of advent of a new body of law is to be followed, other insurance offices must be equally firm. It is only by giving cases of this sort that the companies can hope to avoid the costly losses in the future, and to avoid the loss of the reputation which the large expenditure which the employment of a large body of lawyers would involve.

## A CANTON CRIME.

VILLAGE ELDER SHOT.

ACCUSED IN HONGKONG.

At the Magistracy this morning, Mr. J. Hanson, chief inspector of Detectives, applied on behalf of the Chinese Government for the extradition of Chan Lung, who is wanted at Canton to answer to the charge of committing armed robbery in the Puk Kong village, Shunhak district, Canton. The prisoner pleaded guilty.

Tuan Yan, who said he was employed in his father's paper shop in the Puk Kong village, gave evidence to the effect that, at about eight o'clock on the evening of the 19th January last he and his father left their dwelling house to go to the ship. They had proceeded about 30 or 40 yards when his father was stopped by the prisoner, who was carrying a Winchester carbine. The accused fired two shots at the old man, one of which struck him in the body. Witness hid behind the wall of a house, and stayed there till he heard someone call out "save life." He then left his hiding place, and found his father lying on the ground. The latter said the prisoner had shot him. Witness carried him back to the house, and then found he had a bullet wound in the abdomen. He called in a doctor the next morning, but his father died ten days later. Witness had known the accused from his youth up and said that his father was shot because he was one of the elders of the village, who had gone to the magistracy and asked to have the prisoner arrested, as he was a thief and always committing robberies about the village. The magistracy told the elders to produce defendant within one week or they would have to pay \$1,000. They raised \$500 which they got from the man's relatives, but the prisoner's wife and mother were arrested by the magistracy.

Tang Fong, a neighbour of the last witness, said that on the night in question he was in his house when he heard two shots fired and on going outside saw deceased lying on the ground and the prisoner with a gun in his hand. He had known the accused for many years, and recognized him as the man standing by with the gun.

Constable 53 gave evidence of arrest. Having heard the evidence prisoner was asked if he pleaded guilty to murdering the deceased, and said "Yes." He had nothing further to say. He knew the name of the man he killed; it was Chau Foo Mun.

The case was adjourned till Tuesday next. Prisoner said he did not want to go to the Gaol again as the people there "struck him and knocked him."

The Magistrate told him that if any one there struck him he had only to tell the Superintendent, and the persons who struck him would get into serious trouble.

## UNDER STRANGE COLOURS.

A NICE POINT RAISED.

Francisco Arco, cook, and Desiderio Adina, assistant engineer of the German s.s. *Ponoff*, were charged before Mr. F. A. Hazell this morning with deserting from that ship on the 22nd inst.

Mr. P. W. Colclough appeared for the defence.

Fredrick Maurits, captain of the *Ponoff*, said he was trading about the Caroline Islands, and came here to get some repairs done to the vessel, which was a motor-yacht. The first defendant was assistant engineer, and signed on articles for one year. He arrived in Hongkong on the 6th of September, and the defendant deserted on the 22nd. He had leave for the day, but never returned to the vessel.

To Mr. Colclough:—The *Ponoff* is the property of the German Government in the Caroline Islands, and is engaged in transporting officials, stores, etc., about the islands, and sometimes carrying passengers. The vessel flew the consular, and not a mercantile marine, flag.

Mr. Colclough:—Then, your Worship, I must raise the point that the section does not apply here as it only refers to desertions from foreign merchant vessels, while we have it now that the *Ponoff* does not come under that category.

The German consul, who was present in Court, asked for an adjournment to enable him to take legal advice in the matter.

Remanded till to-morrow. Bailed refused.

## THE ALLIED ANTI-DYNASTIC RISING.

A native correspondent writing from Peking about the uncalculated apprehensions of an "anti-dynastic and anti-foreign rising" in the capital, states that it all arose through the vivid imagination of certain persons when they heard of the sudden return the other day of their Majesties from Eho Park Palace to the "Forbidden City." It was at first understood that her Majesty the Empress Dowager was to celebrate the seventy-first anniversary of her birth on the 6th prox. at Eho Park Palace. The weather, however, having turned suddenly cold and uncomfortable, her Majesty changed her mind and decided that she would celebrate in Peking. The result was that their Majesties, without any preliminary notice, suddenly left Eho Park for Peking to the consternation of all those possessed of more or less excited imaginations. Owing to their recent bombarding, however, it was but right, says the N. C. D. News, that their Majesties' counsellors should take all precaution against a repetition of such attempts, and so when their Majesties left Eho Park for Peking that day there were in the "imperial cortege," besides a large body of cavalry and foot guards in front, rear, and the sides thereof, six imperial sedan-chairs exactly alike, all occupied, and borne by the same number of men as usually carried their Majesties' sedan-chairs, the only exception being that no one knew which of these six imperial sedan-chairs contained either the Empress Dowager, Emperor, or Empress. This was, of course, to confuse any would-be assassins who would not be able to distinguish which was which. This was presumed, caused food for gossip in the tea-shops of Peking, which subsequently gave rise to the supposed intended anti-dynastic and anti-foreign rising in the capital.

## THE "YING-KING" SOLD.

AT THE AUCTION.

A curious crowd gathered about the *Ying King* to-day. It was an anxious crowd, but not half so anxious as those who have been taken to Macao in their time. A policeman stood at the gateway; another policeman stood inside—a most portentous warning. As a rule, those who cram the lower decks are not exactly of the *haut ton*, but to-day, or rather this afternoon, the cream of the Chinese magnates were on the scene. By your side, there was a detective, which has "followed the battle and the breeze" for, let us say, a couple of years, was to be disposed of. There was a big gathering when Mr. Hughes took his stand in the centre and carefully, one might almost say conscientiously, rapped his book. Confession being good for the soul, Mr. Hughes admitted that he did not know Chinese. Everybody laughed, but the why or wherefore is beyond us. The like of chairman of a company meeting making 30 per cent. per annum, he asked questions. To keep to the metaphor, "No questions were asked." The auctioneer of the *Ying King* motioned, and two clerks appeared—one to hold the book, one to listen. The presiding deity held the hammer. An elaborate idea of the *Ying King* was given; it was the finest thing on earth, and all the rest of it. "And what about your bids, gentlemen?" The first bid came out strong and confident—\$5,000. "Awful paucal!" Somebody said "Another thousand!" but the auctioneer was deaf. He could only hear \$5,000 bids. It came, and the auctioneer almost smiled. Certainly he was very considerate of the waiting clerk, for he said, "Give me that book at once, and no nonsense about it." The clerk gave it up. Another spectator felt in another man's pocket for a handkerchief and got it. The bids were between two *hongs* as they say in Malay. At \$50,000 there was a long stop. A proxy man, he seemed a proxy man, began to bid a silk gown, said that the *Ying King* cost something like \$200,000. That increased the price by another \$1,000. At \$50,000 there was a prolonged halt. An outsider, a man who had no money whatever so far as appearances go, said, "500." That was the beginning of the \$500 bids. A chat and a chatter and up went the bids. Mr. Hughes, hugely jocular, suggested that they should hurry up. They hurried up at the rate of \$500 which, of course, is a mere trifle to the moneyed people who travel by the *Ying King*. At the same time it would be interesting to know if Mr. Hughes ever had a trip to our Portuguese neighbour. The way he launched out also the beauties of the boat, its (or rather her) marvellous speed and so on, would have charmed the heart of a wheelbarrow. The cry was \$6,000—only ninety-six thousand. Somebody said—"A thousand!" and the auctioneer beamed. Drop went the hammer on the book, and the clerk looked apologetic. A proxy man, he seemed a proxy man, came a shout of "507,000." It was touch and go for the hundred thousand and Mr. Hughes made a touching appeal to the crowd. So touching was his statement, that one man who had ten cents owing to him and "several" dollars due was compelled to bid, \$87,000. "Make it the hundred," said Mr. Hughes. There was a bid, and another, and that was the end. The *Ying King* was sold for \$87,000. Then the detectives left.

There is a message of \$100,000 on the *Ying King*, but that does not affect the purchase.

The buyers were Messrs. Li Shek Pang and Pang Yik Cho. The runner-up was Mr. Chau Siu Ki, managing director of the Shiu On S. S. Co., the owners of the *Kwang* steamers.

## DR. MARTIN ON CHINA.

INTERESTING INTERVIEW REGARDING THE GENERAL SITUATION.

The *Victoria Colonist* prints the following interview with Dr. Martin, well known in China and the Far East:

"China was very close to throwing in her lot with Japan in the war against Russia after Japan's first success."

Dr. W. A. P. Martin, D.D., LL.D., formerly president of Imperial Tungkun College at Peking, where he was one of those besieged by Boxers five years ago, so told a *Colonist* reporter on his arrival yesterday by the steamer *Kanagawa-maru* from Hankow, on the Yangtze, where he went to found a college for China's most progressive youth, Chung Chi Tung.

Dr. Martin has spent over half a century in China, and is a close friend of Chang Chi Tung, as well as many other Chinese officials; he knows more of China and the ways of the land than, perhaps, any living European or American.

In an interview on board the *Kanagawa-maru* he said Chang Chi Tung was now engaged with other officials in military schemes which he has been augmenting for the past year. He is engaged in remodelling the Chinese army, which will be established after foreign models. A large number of Japanese drill-instructors have been engaged, arms are being secured, arsenals founded, new-fashioned guns of modern styles to those previously used by China's artillery are being purchased abroad, and hundreds of cannon are being cast in the arsenal established by Chang Chi Tung—at first for the purpose of moulding steel rails—at HanYang on the Yangtze, near Hankow.

A board for the formation of a navy modelled on that of the Japanese navy has been formed, with Prince Ching and Yuan Shi Kai, the viceroy of Peking, who is such a strong lieutenant of Chang Chi Tung in his reform movements, and other prominent Chinese officials, all of whom belong to the board which is organizing the new Chinese army, co-operating in working out the details. Prince Pu Lun, who represented China at the St. Louis exposition, is said to have been the originator of the scheme to make a new navy for China, but it is all part of Chang Chi Tung's grand scheme to make China a power in the East.

There are few people, said Dr. Martin, who know how near China was to throwing in her lot with Japan soon after the commencement of the war with Russia. Chang Chi Tung worked strenuously to this end. He had been called to Peking shortly before the beginning of the war, when the Chinese Government was worried about the Manchuria question, and although he remained in the background and did not see his direct contact with the foreign Minister, his work at that time was strongly felt. If Chang Chi Tung could have had his way soldiers could be raised; in fact, this was done, General Ma, as will be remembered, having been sent to the vicinity of the Great Wall just without the Willow Palisade, bordering Manchuria, ready for any emergency. Chang Chi Tung was over-ruled. Foreign influence was brought to bear upon China's Great Britain and America leading the Emperor to force China to maintain a neutrality. Of course, with China's interests all at stake in the war, this was ridiculous neutrality; but it is good that China was held back at that time. China has prospered as a result of the position she forced upon the country, and although the position was certainly not a happy one, it allowed China to prosper in trade and other ways.

Chang Chi Tung since then has been constantly engaged with military matters. His Japanese drill instructors are actively transforming the native troops. All the soldiers of Chang Chi Tung, who like those of Yuan Shi Kai in the more northerly province, are drilled in foreign style, have been clad in new uniforms, and the police even of the province have been garbed in military uniforms after the manner of the police of Japan. Yuan Shi Kai in Pechili agrees with the work Chang Chi Tung is doing in the two Kwang provinces on the Yangtze, and when the work being carried on by these viceroys is complete China will have an army and navy that will be capable of defending China.

Chang Chi Tung's idea is similar to that stated in the motto of England's militia, "Defence not Offence." His pet scheme, at present, is the arsenal at HanYang above Hankow which was established to found steel rails, but the leader is still absent. All that China needs to mould the millions into a strong nation is a leader. Chang Chi Tung is becoming too feeble physically, although his mind is still clear. His influence is great with the Emperor Dowager, and it must be, too, with the Emperor. He has also strong sympathy with Kang Yu Wei, the fugitive obliged to leave China at the time of the *coup d'etat*, which resulted in the Emperor being deposed.

The naval scheme, as reported from Peking, is for a thorough remodelling of China's fighting fleet, and is engaged in working out the details has already arranged for funds for the establishment of the navy, and decided to form a special ministry of marine. The organization and technical language to be employed by the ministry of marine will be borrowed from Japan, and it is intended to secure the services of a Japanese naval officer of high rank to act as adviser. Tientsin has been chosen as the headquarters of the Chinese navy, and there the naval department buildings will be established. Submarine stations will be created at Shanghai, Chefoo, Nanking, on the Chusan archipelago, and at Tapeng or Mira bay, the point near Hongkong, whence Dewey's ships sailed for Manila to fight the Spanish vessels. The stations which exist at present at Tientsin and Nanking will be taken over and fortified. At each of the six stations naval schools will be established under Japanese and foreign instruction. The eventual tactical and strategic organization of the new Chinese navy will be in a number of divisions, composing two or more squadrons, to be determined upon later, which will be known as the active fleet, in addition to which there will be a strong reserve squadron. The plans as far as have been matured, have been adapted from the Japanese, whose naval department gave important assistance in the matter, and the viceroys of the different coast and river provinces are all actively assisting in carrying out the grand scheme.

It is education, Dr. Martin said, that will make a nation of China. In Chang Chi Tung's widely circulated book of essays, which were first published a few years ago in English under the title of "Learn," the viceroys say, "Education is China's only hope." With education China will take its place in the East, and the great markets which will follow upon the education of the millions in China will offer a great scope for Western trade. It is in trade matters that the growing influence of Japan will be most felt. There is the only Yellow Peril. The Japanese are competing strongly with the nations for the trade of China. Japan is a progressive nation, and with its growing influence in China will secure a great deal of the trade, but there will be large markets left for other nations. No one nation will be able to supply the demands, when education makes customers of the millions, when they have learned to use flour as thousands are daily, and to use cotton goods and other wares of the West.

As for the boycott established by the Chinese against the United States and American goods, Dr. Martin said the boycott was already assuming very serious proportions, but he thought it was eventually fail. He said the boycott had taken a strong hold on the Chinese mind. Lecturers were haranguing thousands at great meetings in all the coast cities, although the wide-wheeled Pekin cars had not yet carried the message over the mandarin roads to the interior. Proclamations had been sent, however, to nearly every walled city of any consequence and every effort was being made to further the movement. It was a national outbreak such as had not been seen. It was greater even than the boycott that was waged in Japan or the Boxer outbreak, for while the movements alone affected the north, while the boycott affects both north and south.

In the north officials and others are indignant because of letters received from scholars and merchants in the United States who stated they have been compelled to submit to indignities by American immigration officials. The movement is as strong, if not stronger in the north than in the south, although there is scarcely one in a hundred, if not a smaller percentage, of the consuls and other Chinese in America who come from the north. Nearly all are from the south. Chang Chi Tung, said Dr. Martin, felt much aggrieved because of the friction that had arisen between the Chinese people and the United States Government—and the United States, and he asked Dr. Martin to use what influence he could to bring to bear upon his return to New York to allay the trouble that has arisen.

Dr. Martin believes the Boycott will fail eventually, however, because of the sheer greed of the Chinese merchant. The Chinese will not long work together in this matter, however well they do at present. It is not the nature of the Chinese merchant to allow a chance to slip by to earn what he can by surreptitiously evading the terms of the boycott, and an outlet will be made in this way which will jeopardize and finally result in the abandonment of the boycott. At present, though, the movement is a widespread one.

Dr. Martin could not affirm nor deny that Wu Ting Fang, the former Chinese minister to the United States, was at the head of the boycott movement. He did not know, he said, but he would not be surprised if such was the case. Wu Ting Fang had great knowledge of his own people, and no Chinese is better versed in the ways of the West. As to whether Japanese influences were aiding the boycott, he could not say. It was possible, Japanese influence is very strong in China to-day.

China was keenly interested in the outcome of the peace negotiations now proceeding at Washington, although China had not a voice at the conference. However, a pledge was given to China by Japan that the main portion of Manchuria, other than a portion of the Liaotung peninsula, shall revert to China at the close of the war. China has every faith that Japan will make good this promise, and a particularly good feeling prevails toward Japan in China because of the respect shown by the Japanese to the Ming tombs and other places held sacred by the Chinese Government in the war.

Liaoyang and Mukden, as is known, are the cradles of the Manchu race, which rules China. Nurhachi, the conqueror of China, was born near Liaoyang, and his remains, with those of the sacred tombs of the Ming at Mukden. The manner in which the Japanese have respected these tombs has won the warm feelings of the Chinese for Japan.

If the Japanese carry out their pledge and return Manchuria to China, it is unlikely that China would ever allow encroachment without recourse to war. It is doubtful if any power will ever again be allowed to take Chinese territory as has been done in the past.

## CHINESE DESPATCH VESSEL.

ATTACKED BY PIRATES.

The Chinese dispatch vessel *Chinghai* which is well known at Chefoo had quite a serious encounter with pirates some days ago, reports the *Daily News*, of the 19th inst. The *Chinghai* had been on a visit to the Government works at Taku for repairs and had just proceeded to take up her old duties of watching for fishermen when she observed in the vicinity of Yangkakao a suspicious native junk. The vessel drawing nearer was immediately fired upon from the junk. The *Chinghai*, which has several quick-firing guns on board, promptly replied, bearing closer down upon the pirate craft, and a fierce duel commenced. Suddenly seven more junks appeared and all ran close to the *Chinghai*, firing on her from all sides. That the pirates were not scared by her guns is shown by the fact that they actually endeavoured to enter the vessel.

The fight took place at night in bright moonlight and is stated to have lasted about an hour or more. The pirate junks finally withdrew with the loss of three men captured. The *Chinghai* had two men killed and he did wooden superstructure riddled by rifle bullets. The decks are said to have been actually ripped open.

The three captured pirates are wounded and were most likely taken when trying to gain the deck of the dispatch vessel. They are now at Chefoo awaiting their trial. It is stated that the captain of the *Chinghai* wired to the Tsoai for assistance and that this official telegraphed to the Governor at Chinanfu. The torpedo cruiser *Feiyue*, will probably be despatched to the place, which seems to be the headquarters of the daring robbers.

## COMMERCIAL.

Quotations for the week close as follows:—

|                     |     |         |        |
|---------------------|-----|---------|--------|
| Hongkong Banks      | ... | \$9 7/8 | 292.10 |
| National Banks      | ... | 38 b.   |        |
| Union Insurances    | ... | 755 b.  |        |
| China Traders       | ... | 88 b.   |        |
| Canton Insurances   | ... | 330 s.  |        |
| Hongkong Fires      | ... | 340 s.  |        |
| China Fires         | ... | 89 sn.  |        |
| H. & M. Steamboats  | ... | 261 s.  |        |
| Indo-China          | ... | 95      |        |
| Shells              | ... | 23 s.   |        |
| China Sugars        | ... | 15 b.   |        |
| Luxons              | ... | 180 b.  |        |
| Docks               | ... | 18 b.   |        |
| Kowloon Wharfs      | ... | 118 b.  |        |
| Farnham             | ... | 118 b.  |        |
| Hongkong Wharfs     | ... | 190 b.  |        |
| Green Island Cement | ... | 5 24 b. |        |
| Langkats            | ... | 230 b.  |        |

TO-DAY'S EXCHANGE.

|                     |     |          |
|---------------------|-----|----------|
| London—Bank T.T.    | ... | 111 1/6  |
| Do. demand          | ... | 111 1/6  |
| Do. 4 months' sight | ... | 112 0/16 |
| France—Bank T.T.    | ... | 248      |
| America—Bank T.T.   | ... | 48       |
| Germany—Bank T.T.   | ... | 402      |
| India T.T.          | ... | 147 1/2  |
| Do. demand          | ... | 147 1/2  |
| Shanghai—Bank T.T.  | ... | 218      |
| Singapore T.T.      | ... | 1/4 prem |
| Japan—Bank T.T.     | ... | 106 1/2  |
| Java—Bank T.T.      | ... | 118 1/2  |

RUISING.

|                                         |     |          |
|-----------------------------------------|-----|----------|
| 4 months' sight L/C.                    | ... | 2/0 3/16 |
| 6 months' sight L/C.                    | ... | 2/0 3/16 |
| 30 days' sight San Francisco & New York | ... | 481      |
| 4 months' sight                         | ... | 2/0 3/16 |
| 30 days' sight Sydney and Melbourne     | ... | 2/0 3/16 |
| 4 months' sight France                  | ... | 524      |
| 6 months' sight                         | ... | 524      |
| 4 months' sight Germany                 | ... | 207 1/2  |
| 30 days' sight                          | ... | 281      |
| Bank of England rate                    | ... | 4 7      |
| Sovereign                               | ... | 10.08    |

OPIUM QUOTATIONS.

To-day's quotations are as follows:

|           |     |             |
|-----------|-----|-------------|
| Malwa New | ... | 1,100/1,110 |
| Old       | ... | 1,140/1,150 |
| Older     | ... | 1,180       |
| Oldest    | ... | 1,200       |

Per chest

|                 |     |             |
|-----------------|-----|-------------|
| Patna New       | ... | 995         |
| Old             | ... | 1,020       |
| Benares New     | ... | 675         |
| Old             | ... | 985         |
| Persian (Paper) | ... | 1,120/1,200 |

To-day's

Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, OCTOBER 28TH, 1905.

DINNER.

HORS D'OEUVRES.

Egg a la Russe.

SOUP.

Consommé Royal.

FISH.

Smoked Garoupa and Butter Sauce.

ENTREES.

Lamb Cutlets a la Nelson.

Rabbit a la Française.

Chicken and Macaroni Pudding.

CURRY.

Goa Curry.

JOINTS.

Roast Australian Beef.

Roast Capon and Bread Sauce.

Boiled Bacon and Spinach.

Cold Corned Ox Tongue and Mixed Salad.

Asparagus Salad.

SWEETS.

Bread and Butter Pudding.

Coffee, Ice Cream and Pound Cake.

Apricot Tart. Tippy Cake.

DESSERT.

Coffee. Fruit. [1040]

FORT STINGTAU AND VLADIVOSTOCK.

THE Steamship.

"ANDALUSIA."

Captain Filler, will be despatched for the above ports on TUESDAY, the 28th inst. at 2 P.M. instead of as previously advertised.

For Freight or Passage apply to SHANGHAI-AMERICA LINE, Hongkong Office.

Hongkong, 27th October, 1905. [1040]

## Intimations.

THE

## ROBINSON PIANO COMPANY, LD.

## 60 NEW PIANOS

arrived for our

## NEW STORE,

BY



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

| FROM                  | STEAMERS    | DUE           |
|-----------------------|-------------|---------------|
| GLASGOW and LIVERPOOL | "MENELAUS"  | 7th November. |
| GLASGOW and LIVERPOOL | "PINGSUEY"  | 7th "         |
| GLASGOW and LIVERPOOL | "HECTOR"    | 14th "        |
| GLASGOW and LIVERPOOL | "GLAUCUS"   | 14th "        |
| GLASGOW and LIVERPOOL | "HYSON"     | 21st "        |
| GLASGOW and LIVERPOOL | "PRIAM"     | 21st "        |
| GLASGOW and LIVERPOOL | "DANFA"     | 28th "        |
| GLASGOW and LIVERPOOL | "HUICHOW"   | 5th December. |
| GLASGOW and LIVERPOOL | "IDOMENEUS" | 12th "        |

## HOMEWARD.

| FOR                         | STEAMERS    | TO SAIL       |
|-----------------------------|-------------|---------------|
| LONDON, AMSTERDAM & ANTWERP | "MACHAON"   | 7th November. |
| LONDON, AMSTERDAM & ANTWERP | "KINTUCK"   | 21st "        |
| GENOA, MARSEILLES & L'POOL  | "CALCHAS"   | 14th "        |
| LONDON, AMSTERDAM & ANTWERP | "DEUCALION" | 5th December. |
| AMSTERDAM, LONDON & ANTWERP | "HECTOR"    | 19th "        |
| GENOA, MARSEILLES & L'POOL  | "GLAUCUS"   | 26th "        |

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

| FOR                                                                                           | STEAMERS   | TO SAIL       |
|-----------------------------------------------------------------------------------------------|------------|---------------|
| VICTORIA, SEATTLE, TACOMA, and<br>all PACIFIC COAST PORTS, via<br>NAGASAKI, KOBE and YOKOHAMA | "PINGSUEY" | 5th November. |
|                                                                                               | "OANFA"    | 1st December. |

## WESTWARD.

| FROM                                           | STEAMERS  | DUE           |
|------------------------------------------------|-----------|---------------|
| TACOMA, SEATTLE, VICTORIA and<br>PACIFIC COAST | "KEEMUN"  | 31st October. |
|                                                | "MACHAON" | 3rd November. |

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 27th October, 1905.

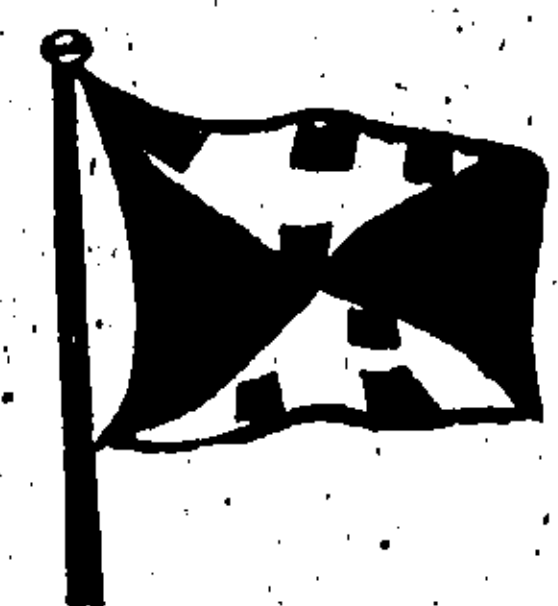
## CHINA NAVIGATION CO., LIMITED.

| FOR                                                                                                                        | STEAMERS  | TO SAIL       |
|----------------------------------------------------------------------------------------------------------------------------|-----------|---------------|
| SWATOW, CHEFOO and TIENTSIN                                                                                                | "CHILHI"  | 31st October. |
| MANILA                                                                                                                     | "TEAN"    | 31st "        |
| MANILA, ZAMBOANGA, PORT DARWIN,<br>THURSDAY ISLAND, COOK-<br>TOWN, CAIRNS, TOWNSVILLE, BRIS-<br>BANE, SYDNEY and MELBOURNE | "TAIYUAN" | 2nd November. |
| SHANGHAI                                                                                                                   | "YOHOW"   | 2nd "         |
| YOKOHAMA and KOBE                                                                                                          | "TSINAN"  | 5th "         |

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.  
\* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.  
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 27th October, 1905.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon and ships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captain      | For    | Sailing Dates                    |
|-----------|------|--------------|--------|----------------------------------|
| ZAFIRO    | 2540 | R. Rodger    | MANILA | SATURDAY, 4th Nov.,<br>at Noon.  |
| RURI      | 2540 | A. H. Notley | "      | SATURDAY, 11th Nov.,<br>at Noon. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 27th October, 1905.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

| Steamship | About                  |
|-----------|------------------------|
| "INDRANI" | FRIDAY, 15th December. |

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 27th October, 1905.

## BOO CHEONG.

STATIONER AND PAPER MERCHANT,  
No. 20, FORTRESS STREET.HAS always on hand all varieties of  
Stationery, Printing and Note Papers,  
Copying Presses, also Automatic Cyclopedia  
and Ellipse Duplicators.  
Hongkong, 27th February, 1905.

## NOTICE.

THE Public are hereby informed that no  
charge has been made in the Rates of  
Subscription to the *Hongkong Telegraph* and  
they are warned against paying more than  
Ten Cents (10 CENTS) per Single Copy.  
THE MANAGER,  
*Hongkong Telegraph Co., Ltd.*  
Hongkong, 26th September, 1905.

## Shipping—Steamers.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"  
Captain T. AUSTIN, R.M.S.

THIS Steamer departs from Hongkong on  
Week Days, at 8 A.M. and on Sundays  
at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 3.30 P.M.  
if tide permits.

FARES—Week Days, 1st Class, including  
Cabin and servant, Single \$5. Return Ticket  
\$5; 2nd Class, \$3; 3rd Class, 50 cents.  
Every Sunday will be an Excursion, at the  
following rates—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single,  
30 cents; Return, 50 cents; Steerage, 10 cents.  
Breakfast, Wine and Dinner can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.

On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.  
First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.

The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.

MING ON & Co.,  
2nd Floor, No. 16, Victoria Street,  
Hongkong, 9th October, 1905.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.

"KWONG TUNG" 1,326 H. W. WALKER.

Leave Hongkong for Canton at 9 every

evening (Saturday excepted).

Leave Canton for Hongkong about 5.30

o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

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## TRIPS TO CANTON AND MACAO.

THE Yau On Company's Splendid Steamer

"YING KING",

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for

Canton every MONDAY, WEDNESDAY

and FRIDAY, EVENING, at 8.30 P.M.

returning to Hongkong every TUESDAY,

THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she will make an "EXCUR-

SION TRIP TO MACAO, leaving Hongkong

at 8.30 A.M., and returning from Macao about

7.30 P.M.

The "YING KING" is especially fitted for

these runs, is the newest, fastest and most

luxuriously furnished steamer on the line and

is lighted throughout with Electricity, also hot

and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00

Second " " " " " " " " 1.50

First class single journey to Macao 1.00

Second " " " " " " " " .50

Third " " " " " " " " .30

Breakfast, Dinner or Dinner \$1 each only

Wines and Spirits of the best brands are used.

The wharf in Hongkong is at the West end

of Wing Lok Street.

The wharf in Macao is the same as the

S.S. *Perseverance*.

For further information, apply to the Office of

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT &amp; Co., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 23rd August, 1905.

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## Intimation.

## THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

The following are in Stock

PRIME AUSTRALIAN BEEF, MUTTON, LAMB, PORK, DAIRY FARM FED PORK.

Bacon, Best Wiltshire ..... 5.70 per lb  
 "Crown" Meat Extract, 2 oz ..... 0.70 per pot.  
 do do 4 oz ..... 1.25  
 Ducks, Local (dressed) ..... 0.65 each  
 Ducks, Wild ..... 0.75  
 Fish, Fresh Canadian Salmon ..... 0.60 per lb  
 Fish, Australian Smoked Mullet ..... 0.60  
 Fish, do do Schnapper ..... 0.65  
 Goose, Local (dressed) ..... 1.50 each  
 Hares, Australian 1st Grade ..... 1.40  
 Ham, Best York ..... 0.70 per lb  
 Ham, Australian, "Pineapple" Brand ..... 0.60  
 (2 cts. extra per lb for Ham if cut.)  
 Kidneys, Australian Sheep ..... 0.05 each  
 Lemons, Australian ..... 18 cts. & 60 cts. per doz.  
 Oysters, American (large size, in tin) ..... 2.50 per tin  
 Oysters, Australian (in bottles of 12) ..... \$1.25 & \$2.50  
 21 and 5 doz. ..... per bottle.  
 Pigeons, Local ..... 0.25  
 Rabbits, Australian 1st Grade ..... 0.65  
 Rice Birds ..... 0.55 per doz.  
 Sausages, Australian Frit ..... 0.63 per lb  
 Sausages, Own Make (of Australian Meats) ..... 0.25  
 Snipe, Local ..... 0.25 each  
 Tongues, Australian Sheep ..... 0.20  
 Turkeys, Choice Australian (plucked) ..... 0.60 per lb

SPECIAL NOTE.

Orders required to be filled to the Early Morning should be sent in before 3.30 P.M. the previous day.  
 Orders for Noon should be sent in by 8.00 A.M. the same day.  
 Orders for 3.30 P.M. should be sent in by Noon the same day.  
 Hongkong, 19th October, 1905. [988]

## Mail.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE H.K. Steamship

## "COROMANDEL"

Japant G. M. Montford, R.M.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 4th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Egypt, due in London on the 16th December.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 23rd October, 1905. [12]

## Mails.

## MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,

SINGAPORE, BATAVIA,

COLOMBO, ADEN, EGYPT,

MARSEILLES, LONDON,

HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "OCEANIC."

Captain Courret, will be despatched for MARSEILLES on TUESDAY, the 31st October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. SALAZIE ..... 14th November,

S.S. TOURANE ..... 18th November,

S.S. TONKIN ..... 13th December,

G. DE CHAMPEAUX,

Agent.

Hongkong, 19th October, 1905. [7]

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain.        | Sailing.  |
|----------|-------|-----------------|-----------|
| Hyades   | 3,753 | Geo. Wright     | 20th Nov. |
| Tremont  | 9,666 | T. W. Garlick   | 24th Nov. |
| Lyra     | 4,417 | G. V. Williams  | 9th Dec.  |
| Platades | 3,753 | F. G. Purington | 29th Dec. |
| Shawmut  | 9,666 | E. V. Roberts   | —         |

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL &amp; CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 25th October, 1905. [8]

## To Let.

TO LET.

No. 15, KNUITSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LD.

Hongkong, 5th September, 1905. [900]

TO LET.

No. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LD.

Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy

Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LD.

Hongkong, 27th June, 1905. [692]

TO LET.

A BUILDING at CAUSEWAY BAY, formerly

in occupation of the Steam Laundry

Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LD.

Hongkong, 25th October, 1905. [69]

## For Sale.

FOR SALE

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAL KWONG CO., 56, Lyndhurst Terrace.

Hongkong, 16th November, 1904. [54]

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; PORTER. Corrected to not later alterations given in the "Commercial Intelligence," page 5.

| STOCKS                                                        | NO. OF SHARES | VALUE     | PAID UP   | POSITION AS PER LAST REPORT                               | AT WORKING ACCOUNT | LAST DIVIDEND                                                        | INTEREST AT 4 PER CENT | CLOSING QUOTATIONS                           |
|---------------------------------------------------------------|---------------|-----------|-----------|-----------------------------------------------------------|--------------------|----------------------------------------------------------------------|------------------------|----------------------------------------------|
| <b>BANKS.</b>                                                 |               |           |           |                                                           |                    |                                                                      |                        |                                              |
| Hongkong & Shanghai Banking Corporation                       | 80,000        | \$125     | \$125     | \$1,000,000<br>\$500,000                                  | \$1,702,728        | 2 1/2% (at exchange of 1/104 = \$18.66 2/3) for first half-year 1905 | 4 1/2%                 | 1005 buyers<br>(London 292.10<br>\$10 sales) |
| National Bank of China, Limited                               | 90,025        | £7        | £5        | \$200,000                                                 | \$4,768            | \$2 (London 3/6) for 1905                                            | —                      | —                                            |
| <b>MARINE INSURANCES.</b>                                     |               |           |           |                                                           |                    |                                                                      |                        |                                              |
| Canton Insurance Office, Limited                              | 10,000        | \$250     | \$50      | \$1,600,000<br>\$147,805                                  | \$11,540           | \$20 for 1904                                                        | 6 1/2%                 | \$130                                        |
| China Traders' Insurance Company, Limited                     | 24,000        | \$83.33   | \$25      | \$500,000<br>\$151,912<br>\$302,166<br>\$371,445          | Nil                | \$4 1/2 for year ended 30.1.1904                                     | 5 1/2%                 | 387 1/2 sales                                |
| North China Insurance Company, Limited                        | 10,000        | £15       | £5        | Tls. 800,000                                              | Tls. 217,110       | Interim of 7/6 1904                                                  | 8 1/2%                 | Tls. 5 1/2 buyers                            |
| Union Insurance Society of Canton, Limited                    | 10,000        | \$250     | \$100     | \$2,000,000<br>\$211,453<br>\$1,043,910<br>\$1,152,364    | \$2,333,112        | \$4 1/2 for 1904                                                     | 5 1/2%                 | \$750 sales                                  |
| Yangtze Insurance Association, Limited                        | 8,000         | \$100     | \$50      | \$500,000<br>\$5,000<br>\$5,000                           | \$466,284          | \$12 and \$3 special dividend for 1903                               | 8 1/2%                 | \$17 1/2 sales                               |
| <b>FIRE INSURANCES.</b>                                       |               |           |           |                                                           |                    |                                                                      |                        |                                              |
| China Fire Insurance Company, Limited                         | 20,000        | \$100     | \$20      | \$1,000,000<br>\$118,993                                  | \$39,047           | \$6 dividend & \$1 bonus for 1903                                    | 8 1/2%                 | 180 buyers                                   |
| Hongkong Fire Insurance Company, Limited                      | 8,000         | \$250     | \$50      | \$1,200,000<br>\$1,200,000                                | \$306,372          | \$34 for 1903                                                        | 10 1/2%                | \$135 sales                                  |
| <b>SHIPPING.</b>                                              |               |           |           |                                                           |                    |                                                                      |                        |                                              |
| China and Manila Steamship Company, Limited                   | 30,000        | \$25      | \$25      | \$5,000<br>\$261,738                                      | \$8,832            | \$1 1/2 for 1904                                                     | 11 1/2%                | \$18 buyers                                  |
| Douglas Steamship Company, Limited                            | 20,000        | \$50      | \$50      | \$80,000<br>\$250,000                                     | Nil                | \$3 1/2 for year ended 30.6.1905                                     | 11 1/2%                | \$31 sales                                   |
| Hongkong, Canton & Macao Steamboat Co., Ltd.                  | 80,000        | \$15      | \$15      | \$600,000<br>\$145,376<br>\$100,000                       | 18 0 4             | \$1 1/2 for first half-year 1905                                     | 7 1/2%                 | \$564 sales                                  |
| Indo-China Steam Navigation Company, Limited                  | 60,000        | £10       | £10       | \$241,150<br>£3,900                                       | £4,435             | 12 1/2 @ 1/103 = \$5.29 5/8 for 1904                                 | 6 1/2%                 | 605 sales                                    |
| Shanghai Tug and Lighter Company, Limited                     | 200,000       | Tls. 50   | Tls. 50   | Tls. 25,000<br>£400,000                                   | Tls. 41,762        | Interim of Tls. 2 for 1905                                           | 7 1/2%                 | Tls. 57 sales                                |
| Do. (Preference)                                              | 100,000       | £1        | £1        | £4,116                                                    | £58,852            | Interim of Tls. 1 1/2 for 1905                                       | 8 1/2%                 | Tls. 47 buyers                               |
| "Shell" Transport and Trading Company, Limited                | 10,000        | \$10      | \$10      | \$50,000                                                  | \$929              | Interim of 1/2 (Coupon No. 1) for 1904                               | 4 1/2%                 | 250 sales                                    |
| "Star" Ferry Company, Limited                                 | 10,000        | \$10      | \$5       | \$50,000<br>\$21,277                                      | \$21,231           | \$1.80 for year ending 31.3.1905                                     | 5 1/2%                 | \$33 sales                                   |
| Straits Steamship Company, Limited                            | 5,000         | 100       | 100       | \$100,000<br>\$130,113                                    | —                  | \$10 for 1904                                                        | 7 1/2%                 | \$145 buyers                                 |
| Taku Tug and Lighter Company, Limited                         | 50,000        | T.Tls. 50 | T.Tls. 50 | Tls. 98,000<br>Tls. 195,479<br>Tls. 28,000<br>Tls. 81,200 | Tls. 4,333         | Interim of Tls. 2 for 1905                                           | 13 1/2%                | Tls. 50 buyers                               |
| <b>REFINERIES.</b>                                            |               |           |           |                                                           |                    |                                                                      |                        |                                              |
| China Sugar Refining Company, Limited                         | 20,000        | \$100     | \$100     | \$450,000<br>\$150,000                                    | \$42,818           | Interim of \$10 for 1905                                             | 10 1/2%                | \$225 sales                                  |
| Luxon Sugar Refining Company, Limited                         | 7,000         | \$100     | \$100     | none                                                      | Dr. \$85,087       | \$3 for 1897                                                         | —                      | \$12                                         |
| Perak Sugar Cultivation Company, Limited                      | 7,000         | Tls. 50   | Tls. 50   | Tls. 100,000                                              | Tls. 1,635         | Tls. 2 1/2 for year ending 30.9.04                                   | 5 1/2%                 | Tls. 68 sales                                |
| <b>MINING.</b>                                                |               |           |           |                                                           |                    |                                                                      |                        |                                              |
| Chinese Engineering and Mining Company, Ltd.                  | 1,000,000     | £1        | £1        | £40,000<br>£12,289                                        | £7,820             | Interim of 1/2 (No. 4)                                               | —                      | Tls. 6.50 sales                              |
| Oriental Consolidated Mining Company, Limited                 | 500,000       | G \$10    | G \$10    | none                                                      | G \$672,091        | Interim of 50 cents (gold) for 1905 (No. 5)                          | —                      | G \$18                                       |
| Raub Australian Gold Mining Company, Limited                  | 50,000        | £1        | £1        | £4,873                                                    | Dr. £8,745         | No. 12 of 1/2 = 48 cents                                             | —                      | \$3 1/2 buyers                               |
| <b>DOCKS, WHARVES &amp; GODOWNS.</b>                          |               |           |           |                                                           |                    |                                                                      |                        |                                              |
| Farnham, (S. C.) Boyd & Co., Limited                          | 55,200        | Tls. 100  | Tls. 100  | Tls. 1,000,000                                            | Tls. 34,924        | Final of Tls. 8 making Tls. 13 for 1904/5                            | 0 1/2%                 | Tls. 14 1/2 sales                            |
| Fenwick (Geo.) & Co., Limited                                 | 12,000        | \$25      | \$25      | \$70,000<br>\$250,000                                     | \$8,577            | \$5 75 for 1904 on old capital                                       | —                      | \$27 sales                                   |
| Hongkong & Kowloon Wharf and Godown, Co., Ltd.                | 40,000        | \$50      | \$50      | \$58,473<br>\$100,000                                     | \$20,422           | Interim of \$2 1/2 for 1905                                          | 4 1/2%                 | \$107 1/2 buyers                             |
| Hongkong and Whampoa Dock Company, Ltd.                       | 50,000        | \$50      | \$50      | \$50,000<br>\$41,500                                      | \$501,332          | \$6 for first half-year 1905                                         | 7 1/2%                 | \$180 buyers                                 |
| New Amoy Dock Company, Limited                                | 6,000         | \$60      | \$60      | Tls. 487,210                                              | \$480              | \$1 1/2 for 1903                                                     | 7 1/2%                 | \$17                                         |
| Shanghai and Hongkew Wharf Company                            | 32,000        | Tls. 100  | Tls. 100  | Tls. 50,880                                               | Tls. 10,711        | Interim of Tls. 6 for 1905                                           | 6 1/2%                 | Tls. 100 sales                               |
| Yangtze Wharf and Godown Company, Limited                     | 2,500         | Tls. 100  | Tls. 100  | Tls. 17,500                                               | Tls. 2,762         | Tls. 18 for 1904                                                     | 9 1/2%                 | Tls. 100 sales                               |
| <b>LANDS, HOTELS &amp; BUILDING.</b>                          |               |           |           |                                                           |                    |                                                                      |                        |                                              |
| Astor House Hotel Company, Limited (Shanghai)                 | 30,000        | \$25      | \$25      | Tls. 34,000<br>Tls. 8,000                                 | \$9,028            | \$2 1/2 for year ended 30.6.1905                                     | 9 1/2%                 | \$27 sales                                   |
| Astor House Hotel, Limited (Tientsin)                         | 2,000         | T.Tls. 50 | T.Tls. 50 | Tls. 8,000                                                | Tls. 806           | Final of Tls. 5 making Tls. 9                                        | 4 1/2%                 | Tls. 135 sales                               |
| Central Stores, Limited                                       | 6,000         | \$15      | \$15      | \$20,000                                                  | \$1,502            | Final of 60 cents making \$1.80 for 1904                             | 12 1/2%                | \$55                                         |
| Do. (Founders)                                                | 123           | \$15      | \$12      | —                                                         | —                  | None                                                                 | —                      | \$70                                         |
| Do. (New Issue)                                               | 24,000        | \$15      | \$7 1/2   | \$648,075<br>\$31,087                                     | \$10,126           | Preferential of 7 per cent for 1904                                  | 7 1/2%                 | \$147 buyers                                 |
| Hongkong Hotel Company, Limited                               | 12,000        | \$50      | \$50      | \$250,000<br>Tls. 20,986                                  | \$37,875           | \$5 for first half-year 1905                                         | 6 1/2%                 | \$147 buyers                                 |
| Hongkong Land Investment and Agency Co., Ltd.                 | 50,000        | \$100     | \$100     | Tls. 20,986                                               | Tls. 7,202         | Interim of \$3 1/2 for 1905                                          | 5 1/2%                 | \$120 buyers                                 |
| Hotel des Colonies Company, Limited (Shanghai)                | 9,000         | Tls. 25   | Tls. 25   | —                                                         | Tls. 7,202         | Tls. 2 1/2 for the year ending 31.3.1905                             | 14 1/2%                | Tls. 184 buyers                              |
| Hotel Metropole Company, Limited                              | 2,000         | \$100     | \$100     | \$200,000                                                 | First year         | Interim of \$4                                                       | —                      | \$105 sales                                  |
| Humphreys Estate & Finance Company, Limited                   | 150,000       | \$10      | \$10      | \$50,000                                                  | \$11,958           | 90 cents for 1904                                                    | 7 1/2%                 | \$13 sales                                   |
| Kowloon Land and Building Company, Limited                    | 6,000         | \$50      | \$50      | none                                                      | \$377              | \$3 for 1904                                                         | 7 1/2%                 | \$40 buyers                                  |
| Shanghai Land Investment Company, Limited                     | 12,000        | Tls. 50   | Tls. 50   | Tls. 828,813<br>Tls. 170,000                              | Tls. 40,066        | Interim of Tls. 3 for 1905                                           | 6 1/2%                 | Tls. 122 sales                               |
| Tientsin Hotel des Colonies, Limited                          | 1,400         | Tls. 50   | Tls. 50   | none                                                      | Tls. 670           | Interim of Tls. 3 for 1905                                           | 12 1/2%                | Tls. 45 sales                                |
| Tientsin Land Investment Company, Limited                     | 7,726         | Tls. 100  | Tls. 100  | Tls. 67,300                                               | Tls. 725           | Interim of Tls. 3 for 1905                                           | 6 1/2%                 | Tls. 115 sales                               |
| West Point Building Company, Limited                          | 12,500        | \$50      | \$50      | none                                                      | \$1,247            | Interim of \$1 1/2 for 1905                                          | 6 1/2%                 | \$54                                         |
| <b>COTTON MILLS.</b>                                          |               |           |           |                                                           |                    |                                                                      |                        |                                              |
| Ewo Cotton Spinning and Weaving Company, Ltd.                 | 15,000        | Tls. 50   | Tls. 50   | none                                                      | Tls. 12,844        | Tls. 4 for year ended 31.10.1905                                     | 7 1/2%                 | Tls. 50 sales                                |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000       | \$10      | \$10      | \$30,000                                                  | \$23,264           | \$1 for the year ending 31.7.05                                      | 7 1/2%                 | \$141 sales                                  |
| International Cotton Manufacturing Company, Ltd.              | 10,000        | Tls. 75   | Tls. 75   | Tls. 50,000<br>Tls. 31,600                                | Tls. 13,639        | Interim of 5 1/2 cts 1898                                            | —                      | Tls. 45 buyers                               |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.             | 8,000         | Tls. 100  | Tls. 100  | none                                                      | Tls. 10,000        | Interim of 4 1/2 cts 1898                                            | —                      | Tls. 60 sales                                |
| Soy Chee Cotton Spinning Company, Limited                     | 2,000         | Tls. 500  | Tls. 500  | Tls. 5,658                                                | Tls. 22,050        | 4 1/2 for 1897                                                       | —                      | Tls. 57 1/2 buyers                           |
| <b>MISCELLANEOUS.</b>                                         |               |           |           |                                                           |                    |                                                                      |                        |                                              |
| Anglo-German Brewing Company, Limited                         | 4,000         | \$100     | \$100     | none                                                      | £114               | First year                                                           | —                      | \$200</                                      |